

## States discuss common concerns in joint meeting

Transportation commissioners from Oregon and Washington, after an official hiatus of 22 years, had no trouble finding things to talk about when they met Sept. 18 in Portland.

Joint activities began at 2 p.m. with a trip up the Columbia River to inspect progress on the Glenn Jackson (I-205) Bridge and the north and south approaches.

In late afternoon, the group received a briefing on the Portland Transit Mall from Peter Cass, general manager of Tri-Met, and Roger Shiels, architect, followed by a short walking tour.

A two-hour working dinner, where they were joined by Lloyd Anderson, of the Port of Portland, and CRAG Director Denton Kent, completed the program, with the Washington delegation

returning to Portland International Airport around 9 p.m.

The Washington commission was led by Chairman Ray Aardal, Bremerton, with only Julia Butler Hansen, Cathlamet, absent from the seven-member group. All Oregon commissioners were in attendance.

Discussion topics ranged from triple-trailers to preparing a statewide transportation plan, from I-82 to the public's anti-tax and anti-government mood, and from probable final provisions of the 1978 Surface Transportation Act to the growth of private aviation in the Northwest.

No future joint meetings were planned, but there seemed general agreement that the session had been useful and constructive.

## New parks bridge 'gap' between parks, population

There's a new emphasis at State Parks to put more parks where the people are.

The Parks Branch maintains over 200 parks, waysides and recreation areas.

Less than five percent are located where most Oregonians live and work—the Willamette Valley.

This gap between people and parks is not confined to Oregon. A recent report by the Council on Environmental Quality noted that less than three percent of the public recreation acreage in the United States is within 40 miles or one hour's driving time from central metropolitan areas of over 500 thousand population where 90 million people live.

Getting the parks closer to the people is a national effort, tied to energy conservation goals.

In Oregon, four big urban regional state parks are on the drawing boards: Dexter, near Eugene; Bowers Rocks, near Albany; Lone Tree Bar, near Salem; and Molalla River, near Canby. Development has already begun at Dexter and Lone Tree Bar State Parks.

The four new urban area parks are also tied to the Willamette Greenway and, thus, are water-oriented, bringing new boating, fishing and water skiing opportunities to several hundred thousand Oregonians. It's also part of the payback for the decades-of effort at cleaning up the Willamette River.

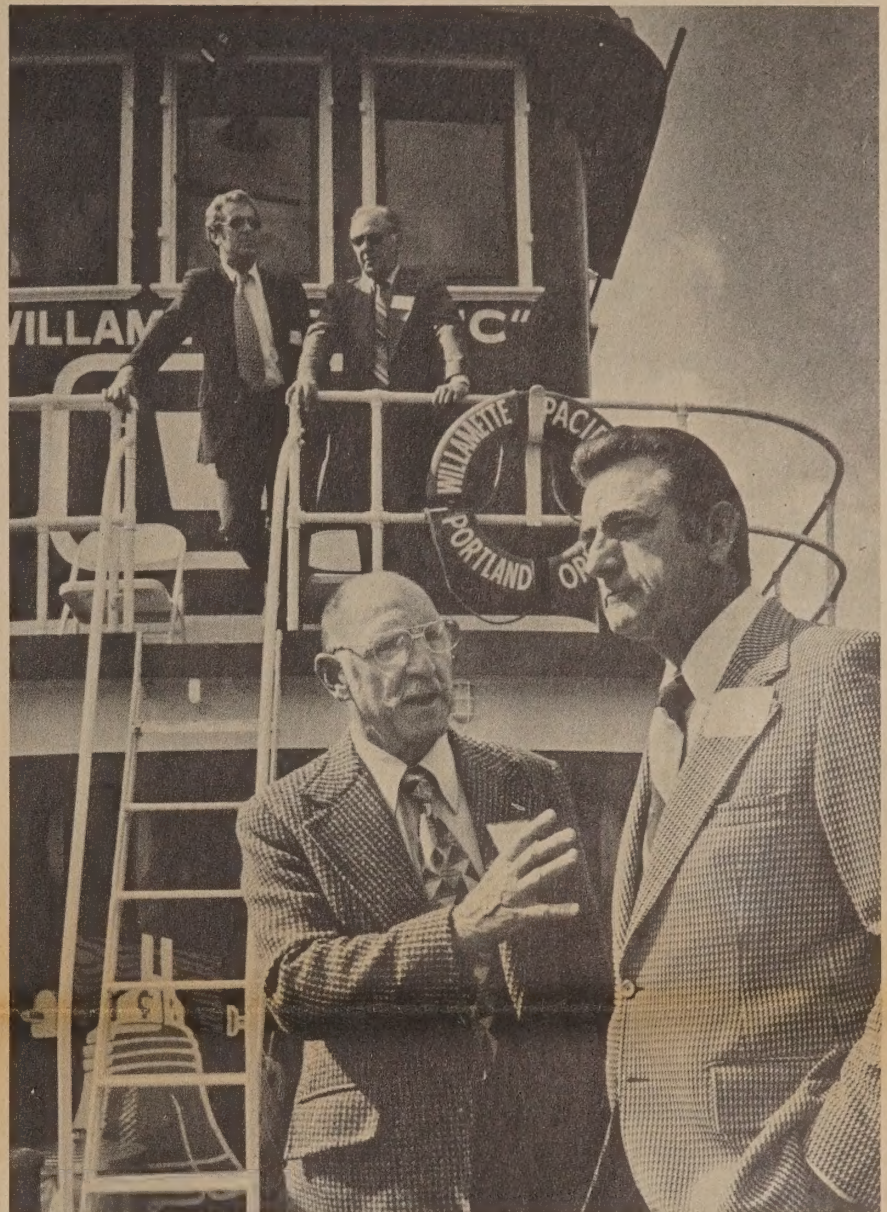
A closer look at current and future trends points to the need for urban area regional parks. A lot of people now spend as much time driving to state parks as they do visiting them.

A recent visitor survey conducted by the State Parks Branch reveals that 40 percent of day users travelled more than 30 miles round trip from home. Many travelled as much as 100 miles round trip simply for day use of the facilities.

Kathy Straton, information representative, says parks officials feel that rising energy costs and possible shortages will slowly put the brakes on long trips to recreation areas. Remote parklands will become less accessible to many people and there will be more reliance on car pooling, transit, bicycles and hiking to get to outdoor recreation areas.

To help meet the needs of energy conscious park users, Straton says the branch is working with local officials to

See NEW PARK, page two



Commissioners and staff from Washington and Oregon DOTs boarded the vessel Willamette Pacific for a tour of the Glenn Jackson (I-205) Bridge progress on the Columbia River on Sept. 18. In foreground, left, is Richard Carroll of WSDOT with Chairman of the WSDOT Commission, Ray Aardal. In the background, left, is ODOT Commissioner Michael Hollern and Operations Chief Fred Klaboe.

## DMV improvement plan okayed; goes to E-Board

Long lines in many DMV field offices may be dwindling soon if a plan approved by the Transportation Commission gets final approval from the Legislative Emergency Board in October.

After lengthy discussion and a unanimous vote, commissioners at their September meeting approved a plan to open new offices and add employees to cope with growing business volumes. Before the meeting, commissioners visited Portland-area offices.

User fees will pay for the entire

program, which will cost \$571,760 for the current biennium.

New DMV offices would be opened early next year in Cedar Hills, a suburban area west of Portland; Florence, Heppner, Lincoln City, Madras, Sandy and Stayton. Offices in these areas will minimize operating costs for the division and customer travel costs, according to a study on field office locations.

The commission also approved asking for authorization to relocate offices in Bend, East Eugene, Grants Pass, McMinnville and Medford. These offices were described as no longer adequate to handle customer volumes.

Offices in Albany, Astoria, Burns, The Dalles and Tillamook would be remodeled to make better use of existing space for both customers and staff.

At least 14 other offices and the agency's headquarters in Salem would get additional staff to help process increased business and reduce customer waiting lines, if the plan is approved by the E-Board.

ODOT Director Bob Burco spent several weeks visiting offices and says he is "convinced the division has done

See WE'VE DONE, page three

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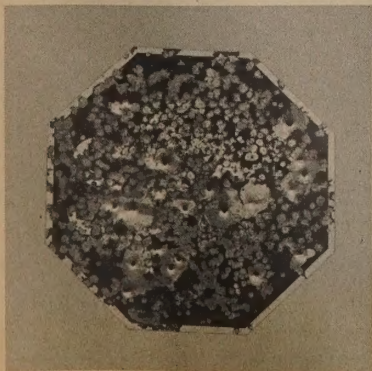


Wolf Creek Tavern enters a new era in grand style, page 3.

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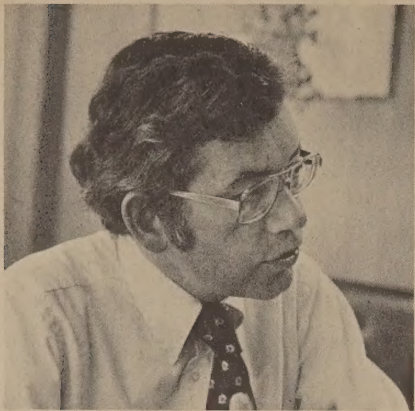


What does (did) this sign say? See page 7 for the answer and a report on ODOT's growing sign vandalism problem.



## Director's corner

BOB BURCO



November's election in Oregon brings into focus public taxation issues that will have major impact on all of state government.

Our own financial problems, arising from the diminishing purchasing power for the State Highway Fund, have anticipated problems other state agencies may face during the coming biennium. I hope that our success in dealing with these problems in the past has prepared us now to cope smoothly with limitations on state and local government if they are voted by the people next month.

We have a ballot measure of our own to remember: Measure 3, a vehicle registration fee increase referred to the ballot by popular referendum last year. The measure would provide valuable additional resources for highway programs in the Department. It should not be overlooked when considering all of the choices facing us in November.

With luck, a new Surface Transportation Act will emerge from both houses of Congress early this month, so that we can put the final touches on the federal side of ODOT's budget submission to next year's legislature.

The Executive Department is, at the moment, reviewing our budget request in the light of possible statewide spending limitations. October is the season of reviewing and appealing these decisions before the final budget is prepared by the Governor. These reviews, coupled with the Emergency Board action on a major Motor Vehicles program this month, will complete what has been a very lengthy budgeting process.

While the resources we are likely to have during the next few years won't be enough to do adequately all the jobs we have, they will assure stability within the Department, keeping on-going programs at very near their present levels.



This aerial view shows the Lone Tree Bar State Park on both sides of the Willamette River. The center body is Beaver Island. Just above the island, indicated by the white arrow, is Wheatland Ferry. The park near Salem encompasses 1,681 acres. Photo by Gene Kinney.

## New thrust tied to energy conservation

link the new urban regional parks by bike and bike trails to nearby cities. A trail has already been designated from Eugene to Dexter State Park.

Straton says parks planners hope eventually to create a network of bike and hike trails connecting all present and future Willamette Valley urban parks.

Boundaries from the four new urban parks were approved by the 1977 Legislature. State agencies are also under legislative mandate to promote energy conservation through example and information. The State Parks and Recreation Advisory Committee is championing the cause of regional urban area parks.

All of which leads to what some observers see as a third major direction

in State Parks history. The early years up to 1960 saw a concentration on acquiring areas of special scenic or conservation value. The 1960s saw intensive development of camping and recreation facilities, mostly oriented to the driving public.

The word today is "bring the parks to the people," and the work now under way at Dexter and Lone Tree Bar attests to the new direction.

## OH, DOTTIE! By: Leroy Priem



## Grant to increase CIM training efforts

By the end of the year, ODOT may have an additional \$100,000 in federal money to increase its Crash Injury Management (CIM) Program for highway maintenance workers.

The two-year program will train 200 employees and place para-medical supply stations in about 40 areas in the state.

The Transportation Commission approved ODOT's request to bring the plan to the Emergency Board in November. If the E-Board approves, then the plan goes to the Oregon Traffic Safety Commission for approval.

CIM is a week-long intensive training course on first aid, CPR (cardio-pulmonary resuscitation), and other emergency medical procedures designed to aid traffic accident victims. About 100 employees have taken the course, which is funded out of the current training budget.

According to Dick Rumbolz of Employee Development, a director will be hired to administer the program and set up training throughout the state.

"We've gotten a lot of support for CIM," Rumbolz said, noting that the Department of Human Resource's Emergency Medical Services Branch conducted ODOT's first two sessions for free.

"The current program started out by word of mouth, but now we're getting a lot of volunteers," Rumbolz said. "Resident engineers as well as maintenance workers want to take it."

Maintenance workers have used first aid, CPR, and even EMT (emergency medical technician) skills on numerous occasions, according to Rumbolz and Safety and Health Section Manager Ray

Stose. "They're often the first at the scene of an accident on the highway," Rumbolz said.

"We'd like to hear from any employee who has used training on the job," he added. "We plan to contact the 100 employees who have taken CIM to find out whether they have."

## Parks awarded for solar idea

Solar-heated showers at Washburne State Park on the Central Oregon Coast and Tumalo State Park in Central Oregon have won a first place award from the National Society for Park Resources.

The Parks Branch is the first state parks agency in the nation to use solar energy for public showers.

## Unit 'haunted'

The phantom strikes again!

The Photocopy unit in the basement of Salem's Transportation Building is haunted.

For the past two years, gifts, goodies and flowers have mysteriously appeared on special occasions, such as Christmas and Valentine's Day. Even on "plain old days" gifts have arrived, and employees are racking their brains trying to figure out -- who? No leads have been successful (nobody will admit anything).

Recently a bouquet of flowers came as a housewarming gift for Dave Marsh of the unit. Then came an elaborate cake shaped like a train.

Whenever the phantom strikes, it brings everyone a little closer. It makes a rough day go easier. It makes this a nice place to work. Thank you, phantom.





# Historic tavern restored for travelers

Wolf Creek Tavern has survived over a century of travelers, strings of owners and remodelings.

Now it has become the "life-long dream" for a Covallis couple, Vernon and Donna Wiard, who plan to open it in December as a restaurant-hotel, restored to its original condition.

The Parks Branch bought the historic inn 20 miles north of Grants Pass in 1975 and later sponsored restoration under an Economic Development Administration grant. The Wiards were awarded the concession contract last August, and will lease the inn from the branch.

The inn will include eight guest rooms, two dining rooms and banquet

and we hope it will, but you can't go into this kind of venture for the money," says the man who has operated several restaurants and taught the subject at Oregon State University. "We were fascinated by the historical value here, and can't imagine why a thousand people didn't submit bids to be the concessionaire," he adds. "We were surprised to be the only qualified bidder."

Restoration work was almost complete when VIA visited Wolf Creek last month. According to Assistant Resident Engineer Bob Johnson, Roseburg, consultants and contractors have done fine work. "It's an elaborate process matching modern paint shades to the original colors, for instance," he said. "When the department bought the tavern, it was in bad shape. We're surprised it never burned down."

Among the modernizations, contractors rebuilt the west kitchen wing and replaced the original pantry with a wet bar.

Jeannette Gue, parks interpretive specialist, has been acquiring period furnishings for the inn.

## In continuous use

The tavern was built in the early 1870s as a way station for travelers on the Oregon-California stage route. It is unique among other surviving stations because it has been in continuous use for its original purpose, according to the Parks Branch.

Originally it had a central hallway and staircase dividing the front section into a ladies' parlor and a men's "taproom". This room still bears boot marks on the fireplace where men propped up their feet to warm near the fire.



Vernon and Donna Wiard are the new proprietors of the tavern. They hope to open it to the public by early December, for dining and lodging.

Below, a view of the men's tap room in 1940. This room will be restored to its original condition, with period furniture.



Wolf Creek Tavern in 1905.

facilities. The Wiards will serve lunch, Sunday brunch and a dinner menu featuring a Dutch oven pot roast, as served in the inn's earlier days.

## Not for money

Vern Wiard doesn't anticipate a lucrative business. "It could be good,



These rooms are being restored to their original condition and will be used as waiting areas for diners, or places for people to browse or gather for a tour of the building.

There were 10 sleeping rooms on the second floor, as well as a dormitory. Some of the rooms now will contain interpretive displays of the old tavern, including framed displays of old graffiti. Others will be guest rooms complete with bathrooms.

## New wing added

The present south wing was added in 1927. New owners had acquired the reputation for fine dining. Business flourished also because of the expanding highway system.

The historic value of the tavern depends on authentic portrayal of its changes and adaptations as a roadside inn, according to the Parks Historical Preservation office. Therefore restoration reflects the various periods -- the 1920s as well as pre-1905 era.

The cost of restoration is estimated at \$800,000. The branch sought help from Wolf Creek citizens in planning the restoration. According to Vern Wiard, local people are excited about the tavern's re-opening. It will provide employment for some of the people, as well as business, he said.

Wiard also hopes that the inn will be used by some of the many truckers who stop at Wolf Creek, enroute to their destinations.

## 'We've done all we can'

### Cont. from page one

everything it can within its existing budget to cope with the problem." Passenger cars alone have increased by more than 500,000 from 1971 to 1977, he noted.

"We decided to request the money now," said DMV Administrator Skip Grover, rather than waiting for the regular session of the Legislature in January because "if we had waited it would probably be the middle or late next year before we could take these steps because we would have to wait for approval of the 1979-81 budget."

If approved, the request would add \$1,301,181 to the division's next budget request.

The cost will be paid by increased fees for vehicle and driver record lookups and by a fee increase for uncertified driver records which will take effect this fall.

Fee changes will add about \$1.6 million to the Highway Fund in this biennium above the cost of funding office improvements.

The additional revenue results in

large part from an Attorney General's opinion this summer which said non-criminal justice agencies must pay to get driver and vehicle record lookups, and that people who get "uncertified" driver records have to pay the same \$3 fee as those who get certified records.

Earlier, the division got approval to add computer terminals in 14 additional field offices and more terminals and phone lines in DMV headquarters. This phase of the plan to improve customer service will help speed requests for record checks between Salem and busy field offices.

## Bids to open

ODOT is preparing to receive bids on Dec. 7 for the South Channel bridge section of the Glenn Jackson (I-205) Bridge.

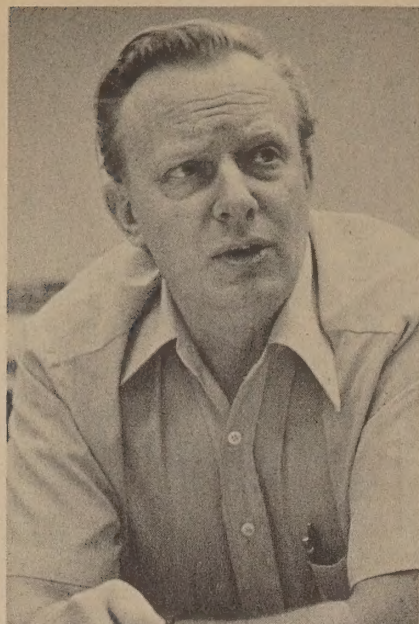
The project calls for construction of parallel northbound and southbound concrete structures between Marine Drive and Government Island, each being 3,115 feet long. Estimate cost for the project is \$35 million.



ODOT won the Highest Increase in Giving award for its efforts in last year's United Way campaign, led by Steve Macnab, foreground. Dick Hacek, left, will head up the Highway Division's drive this year, and Bob Gormsen will organize general DOT efforts. The new trophy is in the display case in the lobby of the Transportation Building.



# Training rotation: a chance to switch gears



Klotz: "Everywhere I've worked, I've found many people stuck in one spot -- in a rut."

## DMV expands CAR project in eight cities

The DMV's pilot Community Advisory Representative (CAR) program has been successful enough to warrant projects in eight more cities, reports Scott Turner, executive assistant to DMV Administrator Skip Grover.

CARs will begin in Coos Bay, Klamath Falls, Medford, Pendleton, Ontario, Roseburg, Salem and Tillamook. The pilot groups are in Gresham, Lake Oswego, Beaverton and Eugene.

CARs suggest service improvements, in general and help DMV officials identify specific needs in their areas.

Job sharing and flexible hours are a couple of modern management "catch phrases." At the METRO Branch, a new one is catching on -- "training rotation," a form of job switching.

Six months ago Max Klotz, Technical Services engineer, started an experimental training program which gave employees at METRO who were sidetracked into a narrow line of work a chance to break their routine and expand their job skills. Five employees left their current positions to try something else for three to six months.

An engineer employed in his position for several years, Dave Lewallen, switched to the Utilities Section. He left his field survey crew to assist Gary Kennen in his work with local utility companies.

Another employee, Larry Shattuck, who had worked as a designer for METRO temporarily joined the CRAG planning staff about four months ago to learn some of the fine points of transportation systems planning.

For both employees the job rotation enabled them to learn valuable new skills and gain insights into how METRO works.

### Avoiding "the rut"

Pioneering this voluntary program, Klotz has seen the need for training rotation in organizations for some time.

"Everywhere that I have worked I have found many people stuck in one spot--in a rut. Also here at METRO, when the workload gets heavy or we lose some employees and backup is needed we're often in a bind," he pointed out.

## Sawyer certified

Fred Sawyer, of the Milwaukie Materials Unit, was recently certified as an engineering technician by the Institute for the Certification of Engineering Technicians, Wash., D.C. Certification involves passing a written test.

Klotz also pointed out the training benefits.

"With training rotation, the employee has a chance to switch gears and broaden his exposure which makes him more competitive with others for advancement. This boosts morale and gives the employee a better view of the overall department," he said.

### Skill bank

"The organization benefits, too. Employees gain flexibility with new skills and interests. As an employee becomes more competent in new areas, he can fill in when a special need arises. This system, a form of insurance,

creates a skill bank--an important employee reserve."

While this program at METRO is still in its formative stages, early returns from employees indicate success.

Mariner Izatt, who worked for several months in the METRO Technical Services Office, recently returned to the Design Office.

"I realized that I didn't want to stagnate in one job and become a specialist. I wanted to diversify into other fields. With the new position, I was no longer tied to the drafting table and I could work with people from other departments and agencies. I had more freedom to explore new areas."



Wayne Kruckman



Marjorie McDonald



Ted Johnson

## Employees earn promotions

The following employees were promoted last month:

### CONGRATULATIONS!

George F. Baker, HWY, engineering technician 1 to ET 2, Astoria.  
Charles A. Cammack, HWY, highway maintenance supervisor 2 to HMS 3, Klamath Falls.  
Denise Chapeyrou, DMV, clerical assistant to clerical specialist, Salem.  
Thomas R. Edwards, HWY, highway engineer 3 to HE 4, Salem.

Paul V. Ferrigno, HWY, highway maintenance worker 1 to HMW 3, Oakridge.

Stevan H. Garlick, HWY, HE 2 to 3, Salem.

Kenneth R. Glenn, HWY, HMW 2 to 3, LaGrande.

Howard G. Miller, HWY, HMW 2 to 3, Salem.

Warren M. Hulbert, PARKS, park manager 2 to manager 3 at Bullards Beach State Park.

Ted Johnson, DMV, clerical assistant to specialist, Salem.

Alfred W. Kruckman, PARKS, ranger 2 at Rooster Rock to manager 2 at Detroit Lake State Park.

R. J. Kleinschmit, HWY, HE 1 to 2, METRO.

John Z. Linville, HWY, HMW 3 to 4, Salem.

Roy D. Mallory, HWY, HMW 2 to 3, Enterprise.

Bertha Martell, DMV, clerical assistant, Salem, to MVR 1, Coos Bay.

Marjorie E. McDonald, TECH SERV, clerical specialist, Traffic, to administrative assistant, Right of Way.

Katherine Neuharth, ADMIN, clerical assistant, to programmer, Salem.

Wayne H. Nichols, HWY, HMW 2 to 3, Alkali Lake.

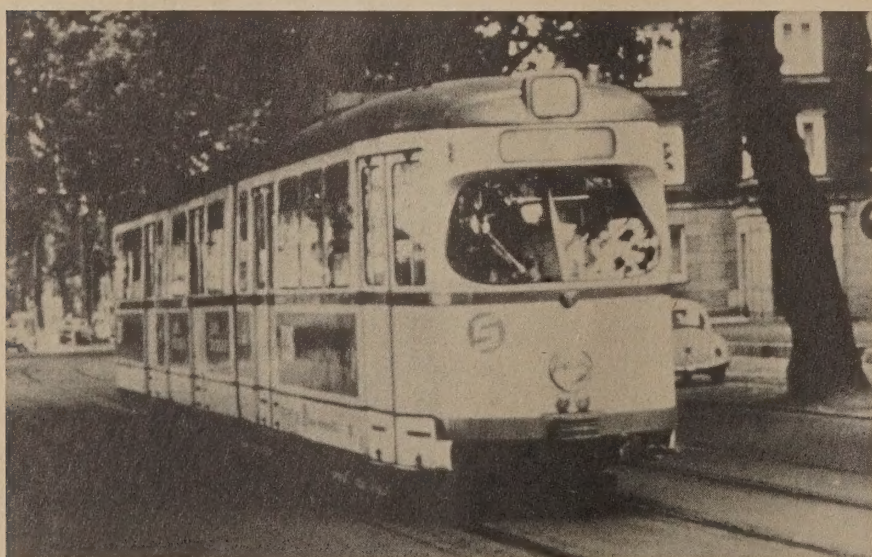
Pat Osborn, DMV, clerical assistant, to clerical specialist, Salem.

Dennis J. Scofield, HWY, HMW 2 to ET 1, Salem.

Fredrick A. Sawyer, HWY, ET 1 to 2, Milwaukie.

Richard D. Stumpff, TECH SERV, ET 2 to ET 3, Salem.

## Banfield rail choice a 'positive step'



This light rail vehicle is similar to the kind being considered for the Banfield transitway.

"There's a long road ahead, but at least this is a positive step," said Robert Bothman, administrator for ODOT's Metropolitan Office in Portland, referring to Tri-Met's decision to back a program to provide a light-rail line between Portland and Gresham and a wider, six-lane freeway in the Banfield Transitway Corridor.

"We have been studying various alternatives for more than three years," he said, "but this action is the first which gives us direction." The program must still be approved by the Tri-Met Board, cities of Portland and Gresham, Multnomah County, the Columbia Region Association of Governments,

and the Oregon Transportation Commission.

The highway-mass transit project, with a cost in 1978 dollars, of \$161.1 million, is the most expensive of the five basic alternatives studied. But over the long run, it's expected to save money, according to Tri-Met officials, because of lower labor costs.

Among the alternatives rejected were a no-build option; a relatively low cost street improvement alternative that would have improved major arterials but not the freeway; restricted lanes and bus ramps on the Banfield Freeway; and a busway built next to a rebuilt Banfield Freeway and adjacent to I-205.

Present financial arrangements call for \$70 million to come from Mt. Hood Freeway transfer funds; \$64 million from the federal Urban Mass Transportation Administration; \$8.9 million from the Oregon Department of Transportation for highway costs; and the remaining \$17 million would be sought from the legislature over the next three bienniums.

If everything goes according to schedule and the project gains necessary approval, it should be ready by 1984.

Bothman said if the project is built, it will attract a great deal of attention from transit personnel around the country because it is the only system in the United States combining a freeway with a transit way in one corridor with both facilities being constructed simultaneously.

## Two crews top 6 years

Two crews from Bend and Redmond have accumulated six years of continuous man-hours without injuries each.

Receiving SAIF Achievement Awards recently are: Engineering Crew 080-40 of Redmond, supervised by Norman Kriebel; and Soils and Geology Crew 085-07, Bend, supervised by Rolland VanCleave.

Other SAIF Awards went to: Klamath Falls Maintenance Crew 143-08, supervised by Gerald Workman; 251,397 man-hours.

Section Crew 133-01, Grants Pass, supervised by Jim R. King; 150,746

man-hours.

Construction Crew 080-18, Portland, supervised by Norman L. Oliva; 100,000 man-hours.

Engineering Crew 080-11, North Bend, supervised by Frank D. Morrison, 55,512 man-hours.

Extra Gang Crew 152-30, Pendleton, supervised by Bryan Higgason, 50,000 man-hours.

Construction Crew 080-67, Pendleton, supervised by W. C. Ferguson, 50,000 man-hours.

Construction Crew 080-30, Roseburg, supervised by Curt Duval; 268,293 man-hours without injuries.



## Efforts combined to increase contact during air search

The Aeronautics Division has enlisted the help of ODOT Public Affairs specialists to increase its contacts with the media and public during future Search and Rescue operations.

The division was deluged with phone calls during its last search attempts involving a plane crash on the North Sister mountain last month, which claimed four lives.

"Although we tried to handle the calls with our regular staff, we weren't able to do so properly," said Paul Burket, aeronautics administrator.

"We welcome the help of Dennis Clarke and Donna Graning of the public affairs staff, who will handle the media and other public information needs if, and when another air search and rescue operation occurs," he said. "The public and media must receive accurate and timely information throughout the operation."

During the past year, the division investigated 261 emergency locator transmitter (ELT) signals and 153 alerts for overdue aircraft. Of these, 108 were identified and all but 11 of the missing aircraft were located safely on the ground.

Air and ground searches were made for the missing aircraft. Eight were located and three remain missing. There were 12 fatalities, six injuries and six missing persons.

## Newly retired:



Henry Weikum

The following Highway Division employees retired recently:

**Elmer O. Brandel**, Albany; highway maintenance worker 3; 15.5 years.

**Walter Pennington**, LaGrande; highway maintenance supervisor 1; 35 years.

**Henry A. Weikum**, Salem; HMW 2, 29 years.

**Thomas Blanchard**, Grants Pass; HMS 3; 26.5 years.

**Omer R. Loganbill**, Salem; HMW 3; 15.5 years.

## Employees warned

ODOT employees who work around historic or archeological sites are being reminded by the Environmental Section to be aware of the strict state and federal laws protecting such property.

Removal, destruction or alteration of items such as historic buildings or sites, pictographs, petroglyphs, pottery fragments or arrowheads, can result in heavy penalties. The extent of protection depends on its historic value as designated by state or national authorities.

Archeological structures or materials on or beneath the surface of public land are designated as public property. Theft or removal of these artifacts carries penalties appropriate to the value of property, ranging from petty theft to grand larceny.



## Salem 'pet' makes rare appearance

Known as "Big Mack" to the 5th floor of Salem's Transportation Building, this raccoon was spotted recently by photographer Jerry Robertson in a playful-and rare-daylight appearance. The raccoon had taken over an abandoned crow's nest high in a tree in back of the building. Employees first discovered his hideout when crows and blue jays tried to run him out by squawking and

flapping their wings dangerously close to the sleeping coon. (A Big Mack Attack?) The angry flurry drew employees to their windows, where engineer Bud George remembers seeing the creature waking up only to lazily scratch his fleas and roll over. The name "Big Mack" comes from the animal's presumed diet - hamburger left-overs from McDonald's across the street.

## A new park takes years to form

*Editor's note: The following is part of a series describing the different sections and units of ODOT.*

To many people, state parks are like big manicured lawns with neatly trimmed landscaping surrounding choice picnic and camping sites, or rustic lodges.

But in fact, over 95 percent of the state's park lands remain in their natural state, according to Larry Jacobson, who heads the Design and Engineering Section of the Parks Branch.

Although the fraction of developed land seems miniscule, the job facing the section's 24 landscape architects, designers, engineers and recreation planners, is a big one. They're responsible for the selection, design and coordination of state park development, boundary surveys and utilities planning.

The section includes three units: Design, Engineering and Master Planning. The latter unit draws from the expertise of the other units in developing master plans for proposed parks.

The birth of a new park takes months, often years. For instance, land acquisition for Dexter State Park along the Willamette River near Eugene began in 1971. The master plan was just recently adopted. A few of the many subjects detailed in its plan include: park history, proposed land uses, short and long range development plans, management objectives and evaluation of scenic, historic, natural resource and wildlife values.

### Concentrating camp sites

Most park visitors come in cars or recreational vehicles. "We tend to concentrate development where the cars go," says Jacobson, a landscape architect with 16 years of service with the Branch.

Cars and RVs aren't always compatible with the park's natural or scenic values, so designers deal with them in two ways: Either concentrate them in parking lots and tightly grouped campsites, or spread them out.

"In state parks, we generally concentrate them in one area," Jacobson says. "This not only saves money on utilities and road costs, but leaves more of the natural character of the park available for enjoyment."

The period of intensive overnight campsite development in state parks ended years ago. "We haven't opened a new camp area, or even expanded any existing ones since 1971," he says.

The winding down of development paralleled the shift from tenting to "RVing", changing the economics of camping and making it "lucrative to the private sector."

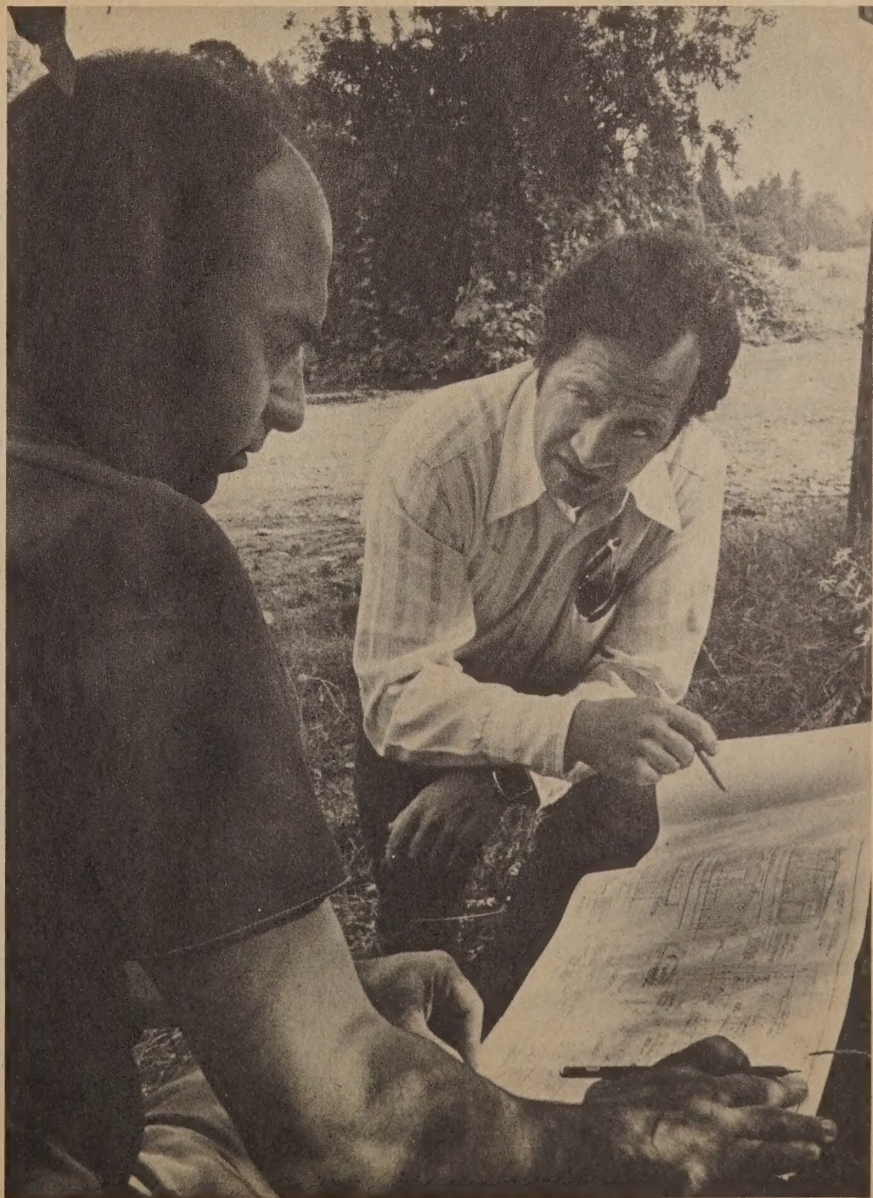
Jacobson acknowledges that the campsite boom during the 1950s and 60s had its critics, and it's an experience he's keeping in mind as pressure builds to construct overnight facilities for bicyclists and hikers, as well as to expand RV camping.

"Last summer," he notes, "we started setting aside areas in a few parks

for bicyclists. Now we're getting requests for simple lean-tos. Pretty soon they're going to want enclosed structures. Encouraging private hotels might be a potential alternative."

Although the parks he's helped plan and design are praised as among the best in the nation, Jacobson says the credit must go to the field managers.

"Good design can assure that parks are functional and attractive," he says, "but people will overlook a lot of things if Mom goes to the rest room and it's clean."



Larry Jacobson, right, and Joe Paiva of the Parks Engineering and Design Section go over construction plans for Molalla River State Park, one of the new Willamette River parks.





Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

# CANDID COMMENTS

What should be done to improve motor vehicle service in your area?



**RICHARD LEFFLER, DMV**  
Assist. office mgr., Beaverton

Obviously we need more money. I'd suggest reverting the money we spend on tourism advertising to motor vehicle operations. Also, we have no slack in this office. A study should be done on work measurements in other offices, to determine whether the less busier offices could transfer some positions, or lend us part-time help at the end of the month.



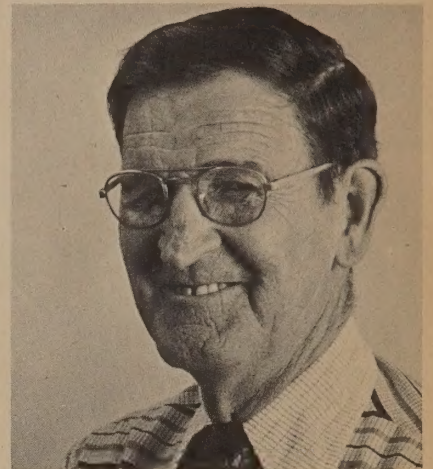
**ADRIAN BLAKELY, DMV**  
MVR 1, Beaverton

Devise a simple system by mail to update customers' address changes on auto registrations. Generally, provide more and better trained employees below office manager level to work at drivers' license and registration counters in each office.



**KAREN GAGE, DMV**  
MVR 1, Gresham

Our biggest need is more public education. People need to understand more about our transactions in general, because they just aren't prepared when they come in. Hand-out sheets with this information should be placed in offices. I'd also suggest providing a series of DMV information stories in local papers.



**JACK SPENCER, DMV**  
Northwest and Central  
Region supervisor

We burn a lot of midnight oil talking about this at the staff level. The only thing we can do to eliminate long lines is add more personnel, and new field office locations.



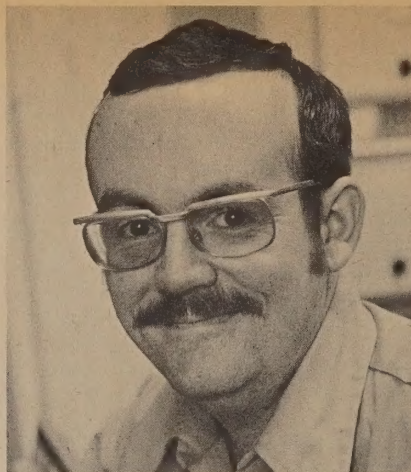
**ESTHER FREIMAR, DMV**  
MVR 2, Tualatin

We are understaffed in the field offices and could use more help.



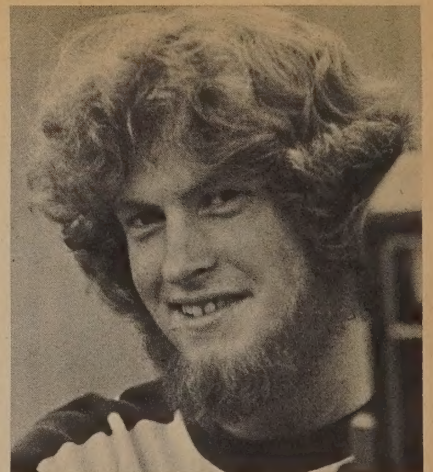
**SYDNEY RUVENSKY, DMV**  
Office manager, Gresham

This probably will never happen -- but having a full time crew all the time would help. It appears we are a nation of procrastinators, therefore, some kind of public education campaign should be done to encourage early response to notices of registration renewal. We could also use a relief crew for Portland-area offices, to help out during sickness or vacation time.



**SCOTT MCDONALD, DMV**  
MVR 2, Beaverton

To help cut down long lines we could open up specialized offices for registration renewals and for photo licensing, making these offices easily accessible.



**DOUG MAUSELLE, DMV**  
Laborer, East Portland

We need a better informed public. Setting up special "speed" lines could also help, as well as having a highly skilled employee deal with the difficult problems in a separate line.

**SALLY MARGADO, DMV**  
MVR 2, East Portland

If the public were better informed, the transactions would take less time to complete. Of course, we could always use more well-trained help.



**BERNIE HAWES, DMV**  
Driver and Vehicle Safety  
Branch manager

We have apparently exhausted our ability to absorb work loads through system changes. The bottom line today, is more people to solve line and processing problems.



## We'll always remember . . .

Jack DeBow had a "God-given talent for taking an angry customer and turning him into a friend," according to Bernie Hawes, head of the Driver and Vehicle Safety Branch.

DeBow, 54, died Sept. 13 following a heart attack in Salem. He had lived in Salem since 1948, beginning his career with the DMV in 1956 as a license examiner. Before his death he was head of the Driver Safety Section.

Part of his job was to work with drunk driving offenders, getting them involved in rehabilitation. Co-workers remember him as outgoing, "even with difficult people."

DeBow was a member of Grace Lutheran Church and Keizer Elks Lodge. He leaves a wife, Betty and a son, H. Mark of Eugene.

Cecile Knox, who retired from Right of Way in 1956, died Aug. 28 while visiting a relative in Los Angeles. She was 84.

Born and raised in Albany, she worked for the Highway Department from 1947 to 1956. She was a secretary in the Property Management Unit.

John W. Harris will be remembered as a very tall (six-foot-seven), easy-going man. The Region 5 traffic technician died Sept. 1 while visiting a son in Texas. He had retired in December, 1977.

Harris, 65, began as an engineering aide in 1963. He retired as an engineering technician, working all of his career in Ontario.

He was a truck driver before working for the department. His co-workers also remember him as an avid bowler.

## Non-resident camping drops

Overnight camping in state parks among non-residents dropped by 22 percent since the \$2 surcharge started in late July, 1977, according to the Parks Branch.

Figures are from August, 1977 to April, 1978. Resident camping increased by 6.5 percent for the same period. Park analysts haven't determined figures for the recent season.

The non-resident surcharge was authorized by the 1977 Legislature to produce more money to operate parks. The Branch predicted the move would generate \$1 million. However, budget experts now predict it will generate only half that amount by July 1979.

## Vandals cost us \$\$\$\$\$\$



Above, a sample of sign vandalism. The sign at right was a stop sign until vandals attacked it with rifle and shotgun blasts.

## Division replaces 20,870 signs destroyed last year

Highway officials liken the cost of replacing vandalized signs to "building a bonfire and tossing the money in -- a complete waste."

The analogy was voiced by a discouraged Bob Kuenzli, equipment supply supervisor. "If we had the money spent annually to replace vandalized signs, we could do a lot of useful things, like repair more highways and replace old bridges," he said, referring to the state's growing sign vandalism problem.

The estimated figure he refers to is a whopping \$450,000 spent last year to replace about 20,870 signs of all types throughout the state. Most replacements were due to vandalism, although a small percent were due to traffic accidents and "old age."

The expense represents only the cost of the signs, not time and manpower needed to erect them. Total cost would probably be double that of the signs, with inflation pushing it up even higher each year, according to Howard Read, Equipment Unit superintendent.

Almost everything imaginable is used to deface or destroy signs, according to Kuenzli. Weapons range from rifles and shotguns, to bow and arrow, paint, rocks, axes and chainsaws. Hunting season is a prime time for vandalism, as hunters zero-in their rifles and shotguns.

Deer crossing signs make good targets, with the head of the deer as an aiming point.

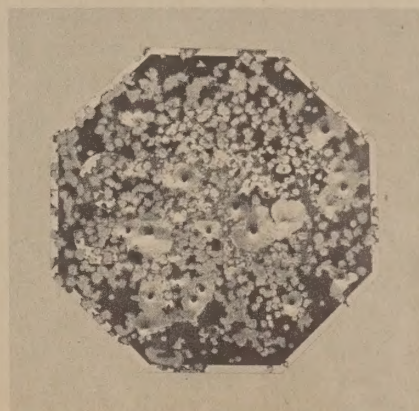
### "Unwanted signs" removed

Kuenzli cited a recent example in Jacksonville where reduced speed signs were erected at the approach to the city. Six signs were placed and within 48 hours, three had been cut down with a chainsaw. The division quickly replaced them, but it was a needless waste. A sign post alone costs about \$15.

Vandalism from shotgun blasts wasn't too prevalent last year in the Willamette Valley, but the rest of the state more than made up for it, Read said.

Most signs now used by the division have aluminum backing, except some signs along the coast, and extra large ones. Wood is used along many areas of the coast because wind storms often bend metal signs. In other areas, however, wood isn't a good choice. Something in the wood attracts porcupines who enjoy chewing them up.

The division has a legal obligation to replace regulatory signs (such as stop



signs) as soon as practical after damaged or removed. Last year sign trucks averaged from 20 to 40,000 miles each in making repairs. This often involved over-time, because a stop sign missing at a busy intersection can cause serious traffic hazards. Read mentioned a location where a stop sign was knocked down three times in one week.

Every effort is made to salvage the remains of a sign. The division recycles about 500 aluminum sign blanks each year. Another 500 are just partially recycled -- smaller blanks are made out of larger signs. All recycling is done at commercial and division maintenance shops. The total sign blanks have a value of about \$2,000 versus a cost of about \$5,000 for new ones.

The division also sold as scrap about 15,350 pounds of aluminum signs that could not be recycled and received \$2,625 for them.

## Pilots' Bible is updated

Just off the press is the 1978-79 Oregon Aeronautical Chart. This "Bible", as the publication is called by many pilots, has not been printed since 1968.

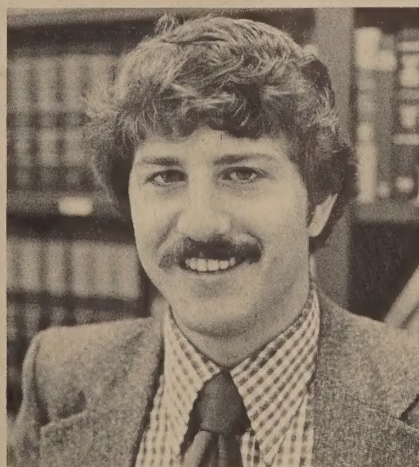
The new issue features the addition of an Oregon airport directory with individual maps and specifications for 108 airports.

It contains an updated aeronautical chart of the state, with information and symbols vital to pilots. The map includes airways, heading degrees, elevations, radio facilities, airport symbols, flight hazards, and many other symbols and references with important meanings to pilots, but somewhat foreign to the auto-oriented.

Flight rules are listed, also a section on filing a flight plan.

Colorful photos on the front and back covers feature the Cottage Grove and the Independence state airports.

Copies of the chart are being mailed to all registered pilots in Oregon, and may be obtained from the Aeronautics Division, 3040 25th Street, Salem, 97310, telephone 378-4880.



Bill Nessly

## New attorney in legal office

Bill Nessly, 26, has been appointed as an assistant attorney general in ODOT's legal office, announces Chief Counsel Jack Sollis.

Nessly formerly worked for a year in the Justice Department, Appellate Division. He received his law degree from the University of Michigan in 1977.

He is single and lives in Salem.

## Trans-Trivia

TRANSPORTATION QUIZ

- The first State Park Superintendent (also considered the "father of state parks") was:  
a. Oswald West      b. Sam Boardman      c. Chester Armstrong
- The DMV licenses about how many passenger vehicles each day?  
a. 2,000      b. 4,500      c. 5,100
- According to the 1977 Traffic Accidents and Accident Rates, a report put out by the Traffic Engineering Section, the safest place to drive last year in Oregon is:  
a. On the freeway.      b. On the highway.      c. On a country road.
- Most accidents last year occurred on:  
a. Wet surfaces.      b. Dry surfaces.      c. Snowy or icy surfaces.
- How many port districts are there in Oregon?  
a. 5      b. 10      c. 23

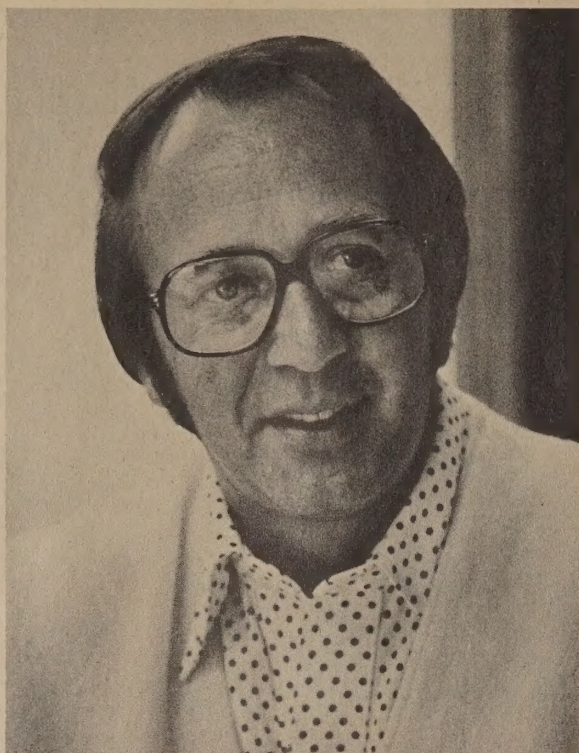
Know any interesting or unusual facts about ODOT? Send suggestions to VIA editor, Rm. 104, Transportation Building.

ANSWERS TO QUIZ: 1-b; 2-c; 3-a; 4-b; 5-c.



# On the job with Bob Whipps

"We're  
still  
analyzing  
management  
... we have  
giant steps  
to go."



Bob Whipps

## Simplifying the system

By George Bell

If "divine guidance" sometimes seems necessary in dealing with employee problems, then Bob Whipps is in the perfect spot.

He's manager of ODOT's Organization and Manpower Services Branch.

And he has an M.A. degree from San Francisco Theological Seminary.

But practice in prayer isn't Whipps' only qualification for his job: He also holds a degree in business administration from Washington State University, and another M.A. in Urban Geography and Planning, from Portland State University.

His educational background, plus a number of positions he's held in state government, provide Whipps with remarkable preparation for his key role in ODOT management.

Whipps supervises: Personnel Operations, Employee Training and Development, Affirmative Action and Equal Employment Opportunity, Safety and Occupational Health, Labor Relations, and Organizational Analysis and Planning.

"All these functions were put in one basket," Whipps says, "to bring about a

more cohesive approach to management."

It's a major point that Whipps elaborates on easily. "We must begin to act in a 'departmental' fashion," he says, "and to develop ways of communicating so that this office hears what the organization wants and needs to get its job done."

That, he says, is "our service aspect."

### Background of service

Service. It's been a common denominator with Whipps, an ever-present motivation in the several career changes he's made.

Whipps, 47, was born in Spokane, Wash. At Mead High School he was a class officer, participated in drama and chorus, and lettered in three sports.

He took ROTC, in addition to business and economics, at Washington State University, and two years after graduation (1952) was called in to active service during the Korean War. He put in two years with the U.S. Air Force as an intelligence officer, including several months on Guam debriefing flight crews returned from air strikes over Korea.

Four years at the seminary led to

positions as administrator of education at First Presbyterian churches in Spokane and Portland. After eight years in church service, he decided he "wanted to try some other things."

The other thing he settled on was graduate school at Portland State University. "I felt I wanted a career with impact on people's lives, a job involving change and improvement."

He got what he wanted after graduation with two different jobs in the State Executive Department. In the first, he conducted a statewide analysis of housing needs and problems. In the second, he put together a management selection and development program for state government, which has since grown into the present Executive Service.

In 1973, ODOT's George Baldwin hired Whipps as his executive assistant. "I liked working with him a lot," recalls Whipps. "He was a warm, human sort of guy."

After a stint as supervisor of the Organization Analysis and Planning Section, Whipps moved up to his present job in February 1977 when his predecessor, Harold "Skip" Grover, was named administrator of the Motor Vehicles Division.

### Active family man

His life away from his job is nearly as active as his professional work. He and his wife Correne, a first grade teacher in the North Marion School District, frequently go bicycling together near their Charbonneau home or at their place at Sunriver.

Whipps also spends time on the golf course with their three sons, Jeff, 12,

and 10-year-old twins, Scott and Chris. The family enjoys winter days on Oregon's ski slopes. On the side, Whipps likes to buy run-down rental property and improve it.

Whipps has been instrumental in a move to de-emphasize management development in the employee training program, in favor of stressing practical, day-to-day job skills.

For example, Whipps says Highway Division personnel are now being trained how to deal with hazardous materials, such as was encountered in the I-5 truck accident near Eugene recently. Ray Stose, who heads up Safety and Occupational Health, is working with Ted Coonfield's training unit in the effort.

"We've had a good response to our new direction," Whipps says, "but we're not going to sit back and say, 'This is it.' We're still analyzing management and training needs. We're not satisfied. We still have giant steps to go."

### A "yes" man

In Personnel Operations, Whipps says, "We have the reputation of people who say *no*. We want to be the people who say *yes*." He's working to reduce and simplify personnel rules and procedures.

Whipps is emphatic about the redirection he wants: "We need to get paper out of the way, so we can get down to person-to-person, one-to-one transactions." A nice conflux, it would seem, of individual style and a worthy state agency goal.

"Change comes slowly," he says, "but that's no excuse for not being willing to change."



Whipps confers with staff members, from left, Russ Graham, Marsha Ryan and Carl Hobson.

## Retirees Let Us Know What's Happening

### Getting arrested

Paul Libby, 4818 NE 50th Pl., Portland, 97218. Retired 1977.

Since retirement, Paul Libby has helped set up a collective farming venture, a Portland area food cooperative, joined the Trojan Decommissioning Alliance and has relieved his wife of most of the housekeeping chores.

"I'm improving, although it's a slow process to shift 25 years of habits," he writes, referring to his self-labeled role as "house-spouse." His wife Mary, an artist, brings in most of the money.

Libby and seven others are building a house, cabin, trout pond, planting crops and trees and keeping bees on a 65-acre farm near Oregon City. "It's a slow process, with so much to be done." Libby has also shared his knowledge of organic gardening as a teacher at Portland Community College.

His major commitment has been with the anti-nuclear power movement.

Libby was among the demonstrators arrested for trespassing at the Trojan plant in August, and later was found "not guilty."

"I will continue to actively oppose Trojan and any other nuke plants," writes Libby, who included in a letter to VIA a list of reasons why he feels nuclear power is unacceptable.

Libby has also found time to back-pack in northern California and visit the King Tut exhibit in Seattle.

### A brief hello

Arnold D. Thompson, Box 549, Elgin, 97827.

Arnold dropped a brief note to VIA saying he's enjoyed retirement. "I go fishing, cut wood, and have a good time," he writes, adding, "I like to hear about the guys in the paper. I know a lot of them."

### Helping the taxpayers

Mildred DeArmond, 1230 Chemeketa NE, Salem, 97301. Retired 1977.

Retirement hasn't ended Mildred's career. She worked for the State Revenue Taxpayers' Help Unit for three months. "Revenue gave us a quick cram course and put us on the telephones," she says. She hopes to return again before tax time next year.

After the temporary job ended, she visited California with her daughter and

grandchildren.

Mildred enjoys lunching with friends, attending fashion shows and keeping up her home. She has also taken several tours, among them a PGE and a Portland radio station tour.

She had intended to take up golf when she retired, but so far hasn't found the time.

# Via

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